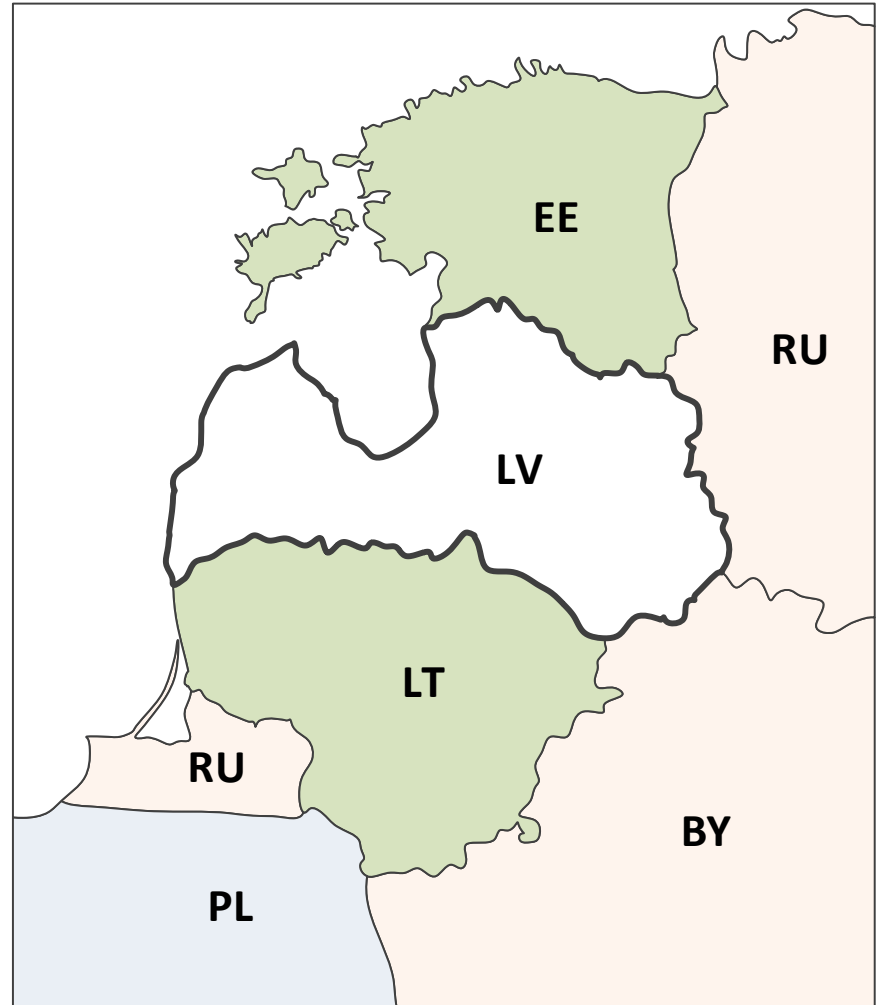


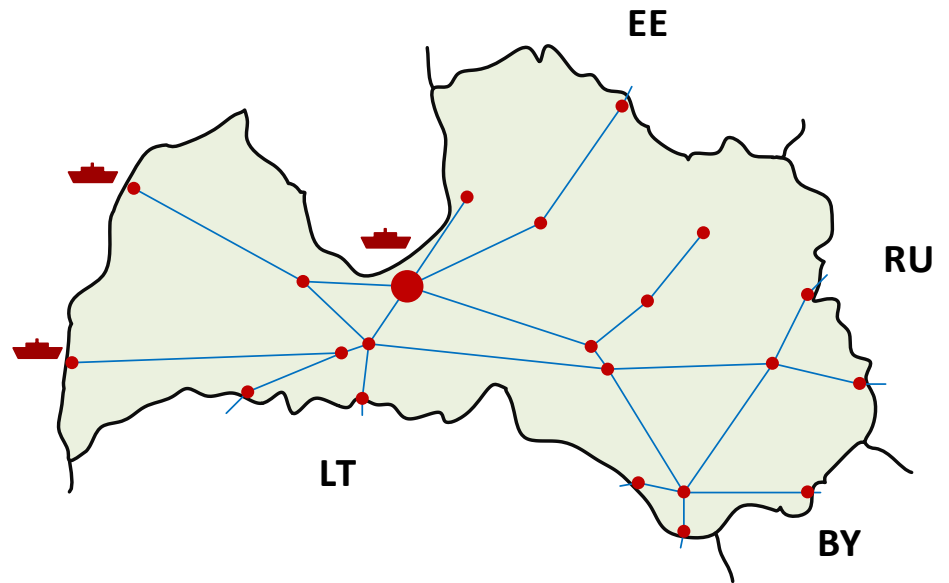
TAF TSI implementation in Latvian Railway (LDz)

6th Regional TAF TSI Workshop
Warsaw 12-13.09.2017



About the LDZ

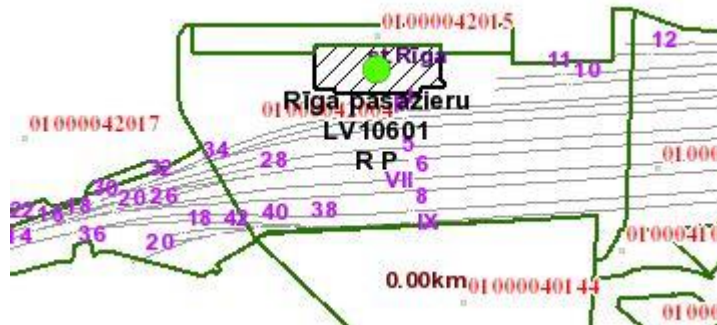
- ▶ SJSC "Latvijas dzelzceļš"
- ▶ Main IM in Latvia
- ▶ Company code: 0025
- ▶ Established: 2007
- ▶ Staff: 6808
- ▶ Rail network: 1860 km
- ▶ Stations: 137



TAF function implementation

Functions implemented

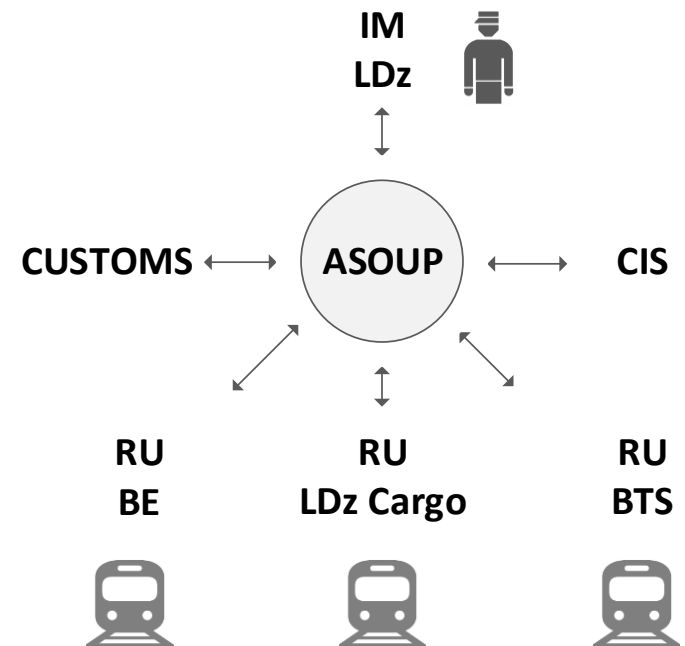
- ▶ Primary Location Codes (100%)
- ▶ Company Code (100%)



TAF function implementation

Functions implemented

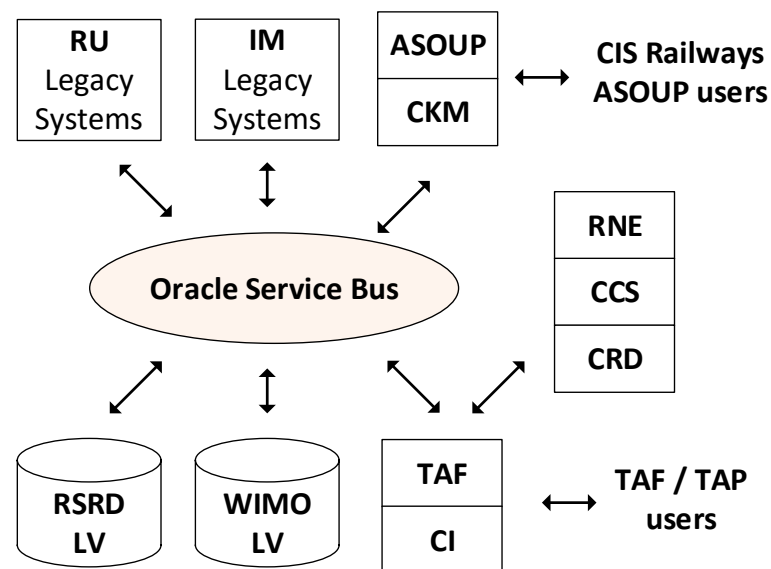
- ▶ Common Interface (75%) - Signed ex-CCG Stakeholder non-RNE member agreement with RNE. CCS CI pending for testing
- ▶ Train Running Information (100% for 1520 system) - IM provide ASOUP messages to all RU when its train passes arrival, departure and border points



Next steps

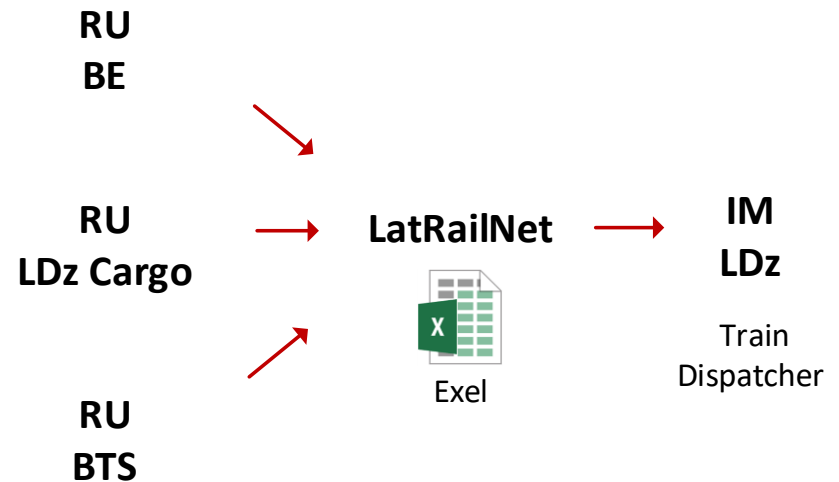
TAF TSI compliant IM-RU functionality for communication in freight transit between EU and CIS railways

- ▶ Provisioning of end-to-end (from consignor to consignee) electronic SMGS Consignment note processing for freight transportation to/from CIS railways
- ▶ Data replication RSRD LV with ASOUP freight wagon design and technical condition databases (ABDPV and BTSB)
- ▶ Data replication WIMO LV with ASOUP rollingstock movement databases (IBMU, DISPARK and DISCON)



Expected positive impacts

- ▶ Replacement of manual work (Path request)
- ▶ Better incident management (Service Disruption Information).
- ▶ Usage of harmonized messages
- ▶ Process optimization



Reported issues

Financial issue - CEF budgetary restrictions

- ▶ Connecting Europe Facility 2014-2020. Transport calls for proposals 2016
 - **LDz Project:** Pursuing interoperability of the rail system through implementation of Directive 2008/57/EC in the Latvian Railways
 - **TENtec proposal number:** DRAFT (27450160)
 - **The proposed Action:** includes activities for TAF TSI and TAP TSI implementation in the Latvian Railway
- ▶ Response from INEA:

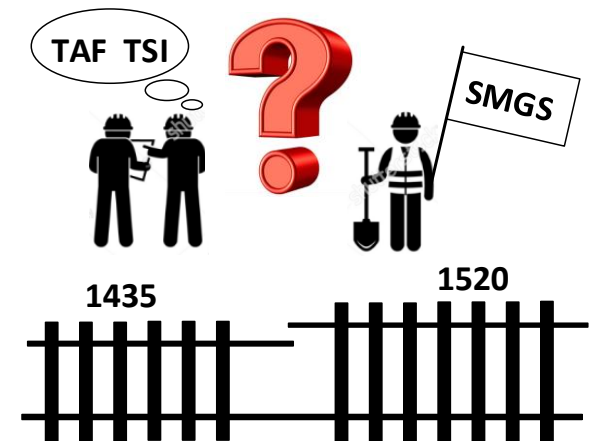
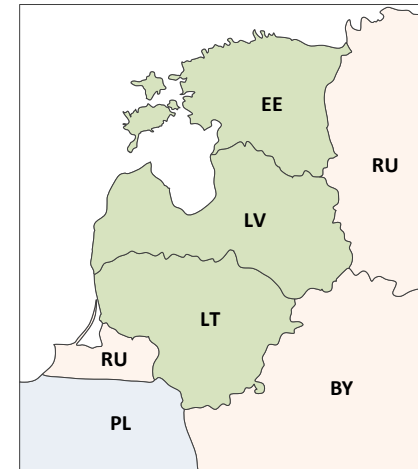
"The Action is of **very good relevance** by addressing interoperability of the Latvian rail management system. The **maturity is good** as the preparatory Steps are on-going. The **impact and quality are also good** as the Action will contribute to European rail interoperability, and the **proposed activities are coherent** with the Action's objectives. **However, due to budgetary constraints the Action has not been retained for funding**"



Recommendations

Baltic position

- ▶ Business model in Baltic States (SMGS 1520) differs from the TAF TSI specifications, but provides an equivalent interoperability and cooperation between railway companies
 - Difference between the wagon numbering systems 1435mm (12-digit) and 1520mm (8-digit)
 - TAF TSI assume to use CIM waybills, whereas the Baltic countries are using SMGS waybills
- ▶ We need to ensure that TAF TSI regulation does not deteriorate the transport process in the Baltic countries and avoid undue additional costs
- ▶ TAF TSI implementation for Baltic States 1520 mm gauge railway system should be different
- ▶ The main emphasis could be placed to reduce use of paper documents and minimise manual data input.



THANK YOU FOR YOUR ATTENTION!

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Indulis Bukans

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